

**I-210 Cove Lane / Nelson Road
Interchange Improvements**

**A 10-minute
slide presentation
will begin shortly.**

Please take a seat



Silence.

WELCOME

PUBLIC MEETING

Environmental Assessment

September 18, 2012

5:00 PM to 7:30 PM

I-210 Cove Lane / Nelson Road
Interchange Improvement Project
Calcasieu Parish, Louisiana
State Project No. H.010151.2
F.A.P. No. H.010151



On behalf of the Louisiana Department of Transportation and Development and the Federal Highway Administration we would like to welcome you to the public meeting for the I-210 Cove Lane / Nelson Road Interchange Improvements Project. The purpose of tonight's meeting is to inform you about the proposed project and to obtain your input as we go through the environmental review process.

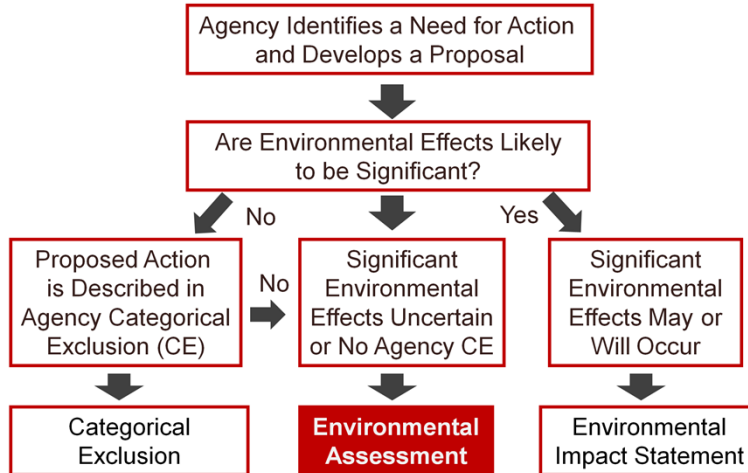
I-210 Cove Lane / Nelson Road Interchange Improvements

What is the NEPA Process?



What is involved in the environmental review process?

The NEPA Process



The National Environmental Policy Act, known as NEPA, requires that any proposed action involving federal funds and/or federal permitting must be evaluated by pertinent agencies to assess if, and to what degree, the environment would be effected. In the case of the I-210 Cove Lane / Nelson Road Interchange Improvements Project, the Department of Transportation and the Federal Highway have determined that potential impacts are such that an Environmental Assessment or EA is the appropriate level of study.

I-210 Cove Lane / Nelson Road Interchange Improvements

What is the Purpose?



What is the purpose of the project?

Purpose and Need

- Accommodate existing and projected future traffic demands along the I-210 corridor between Cove Lane and Nelson Road.
- Within DOTD and FHWA policies and standards.



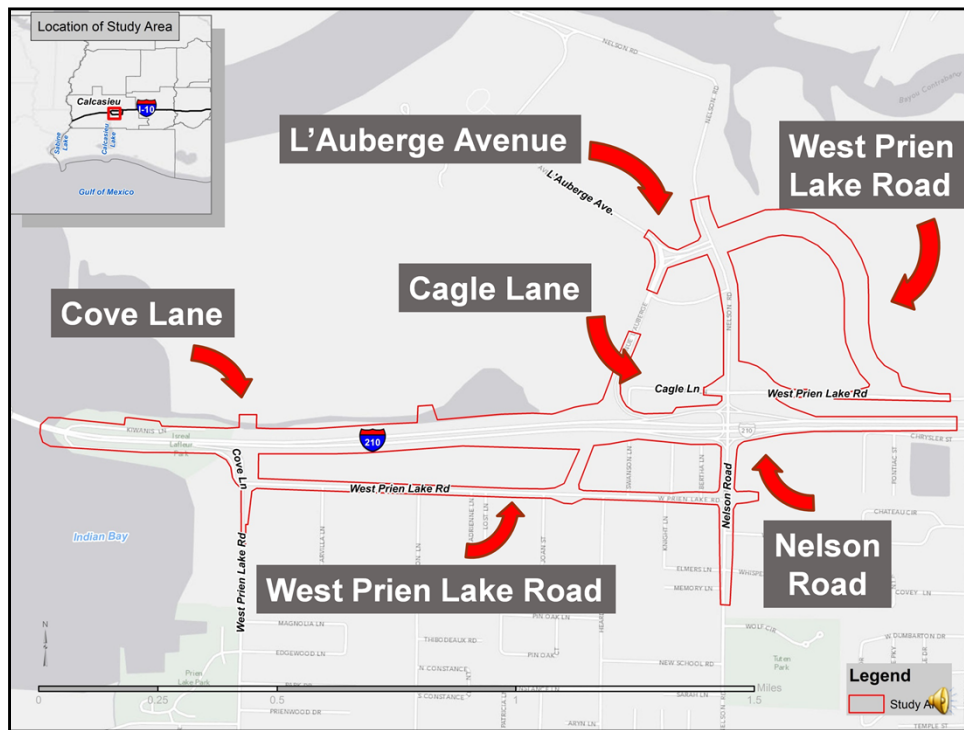
The purpose of the project is accommodate existing and projected future traffic demands along I-210 corridor between Cove Lane and Nelson Road within LADTOD and FHWA standards.

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Where is the Project?



Where is the proposed project location?



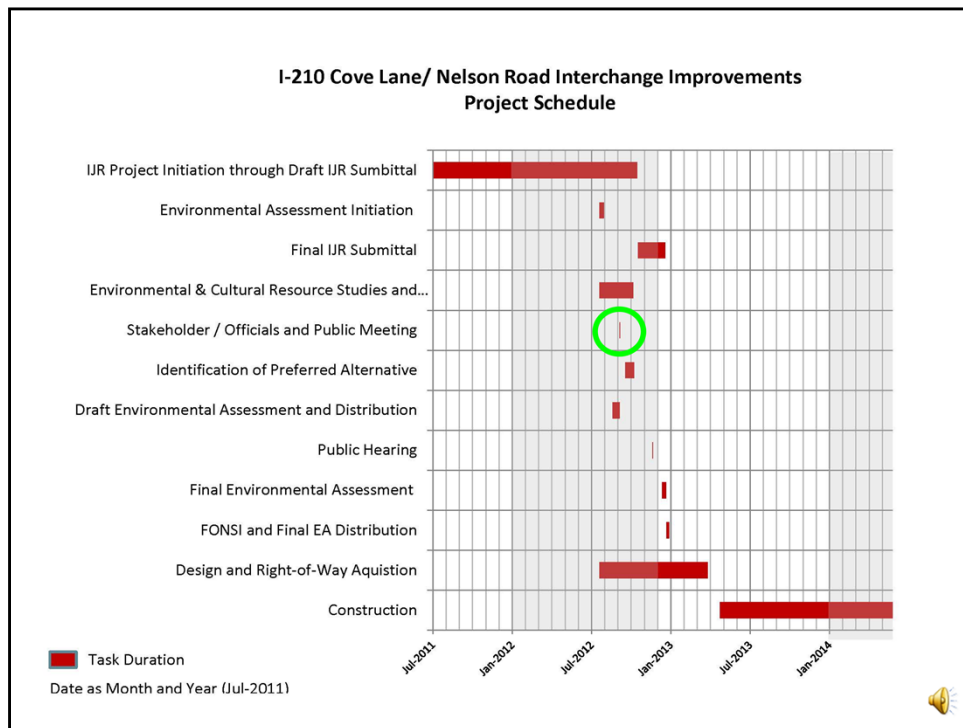
The project study area is located along I-210 between Cove Lane and Nelson Road and along the adjacent roadway network including West Prien Road on the north and south sides of I-210, Cagle Lane and L'Auberge Avenue.

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What is the Project Schedule?



What is the project schedule?



The project began with the Interchange Justification Report process in July of 2011. A Draft IJR Report was submitted to the LADOTD in August of this year. At that time the environmental review process began. We are currently at the Stakeholder Officials and Public meeting task as shown here.

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How Were the Alternates Developed?



How were the alternates developed?

Alternates Development

- Interchange Justification Report required for Alternates development
- 28 Alternates evaluated for feasibility and effectiveness
- 6 Alternates remain for full evaluation in the EA



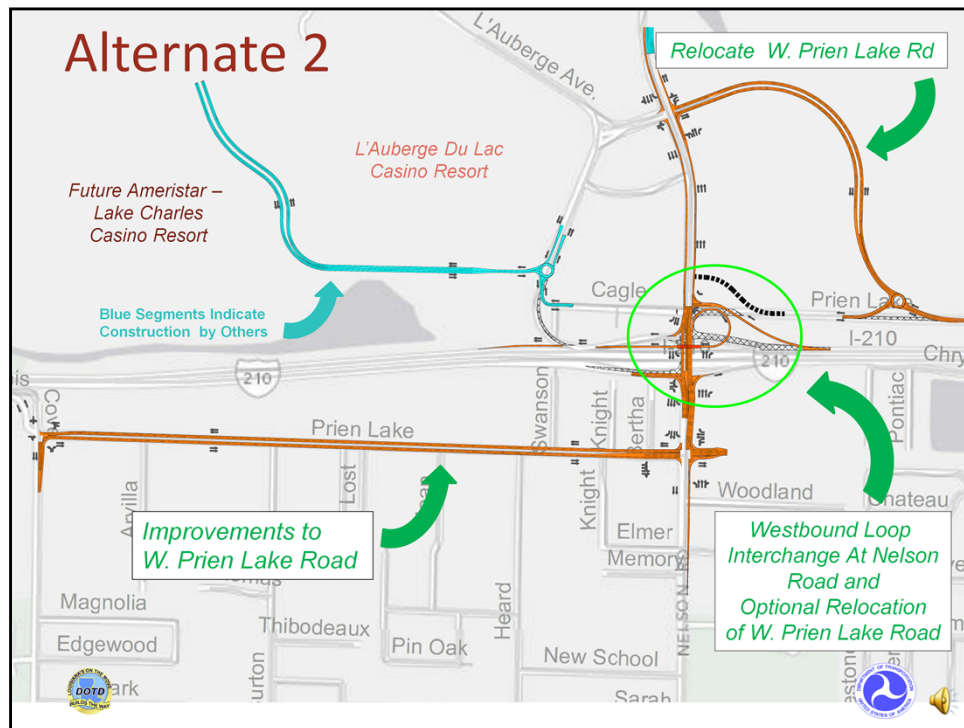
During the Interchange Justification Study, 28 alternates were developed and evaluated for feasibility and effectiveness. The 28 alternates were reduced to 6 for full evaluation in the EA.

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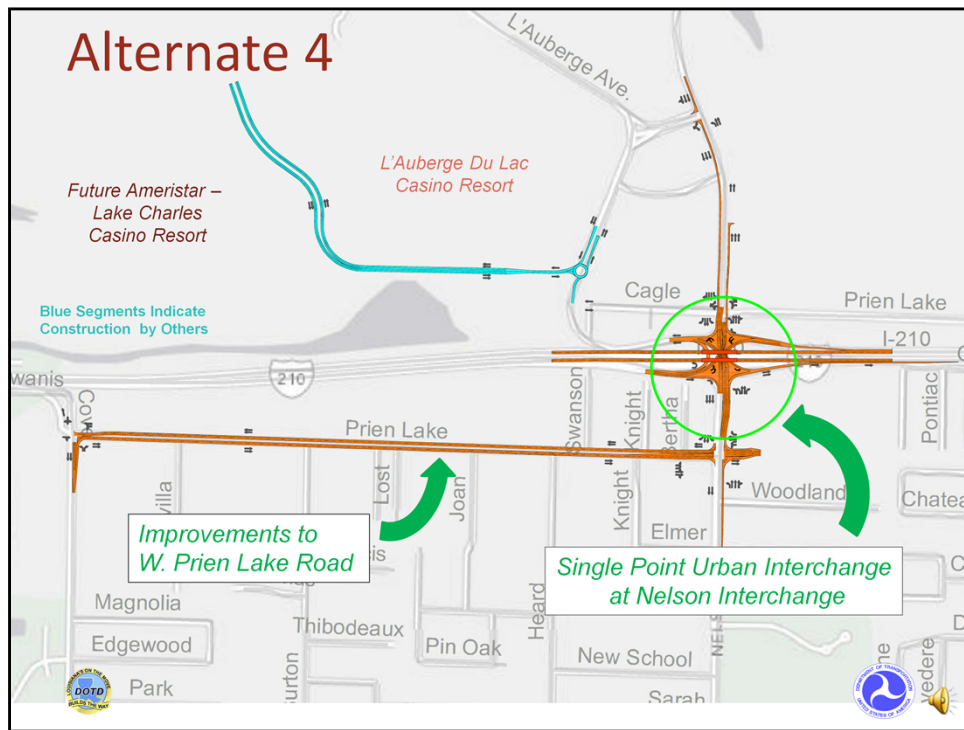
Alternates



The alternates that will be fully developed in the environmental assessment are presented here tonight. All alignments shown are conceptual in nature and subject to change. Also, note that the blue segments shown in the series of slides that follow are not part of this project.



Alternate 2 includes an I-210 westbound loop ramp at Nelson Road, relocation of West Prien Lake Road north of Target, and West Prien Lake Road widening improvements south of I-210. The dashed line represents an optional West Prien Lake realignment.



Alternate 4 includes a single point urban interchange or SPUI at Nelson Road and I-210 improvements along West Prien Lake Road south of I-210.

Tight Urban Diamond Interchange

Alternate 21b

Tight Urban Interchange at Cove Lane

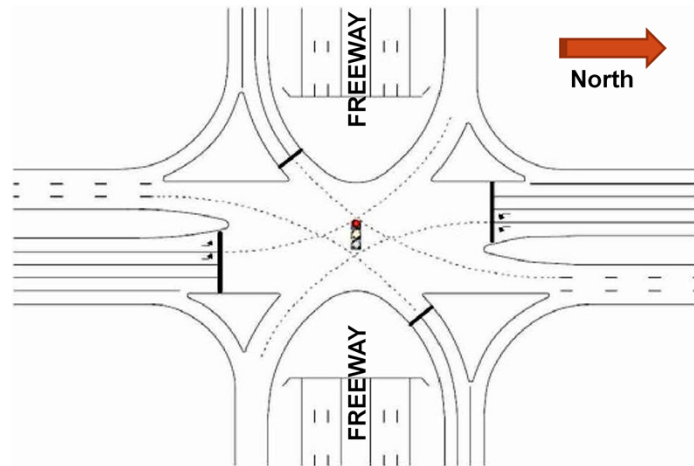


Several Interchange designs are being considered. The Tight Diamond Interchange is being proposed for the Cove Lane interchange for Alternate 21b. This design minimizes ROW needed for construction.

Single Point Urban Interchange

Alternate 4

Single Point Urban Interchange (SPUI) at Nelson Rd.



For Alternative 4, a Single Point Urban Interchange or SPUI Design is proposed. Unlike the Tight Diamond or existing Nelson Road interchanges, the SPUI uses only one traffic signal instead of two to accommodate ramp movements which improves traffic flow.

Diverging Diamond Interchange

Alternates 16a and 21b

Diverging Diamond Interchange (DDI)



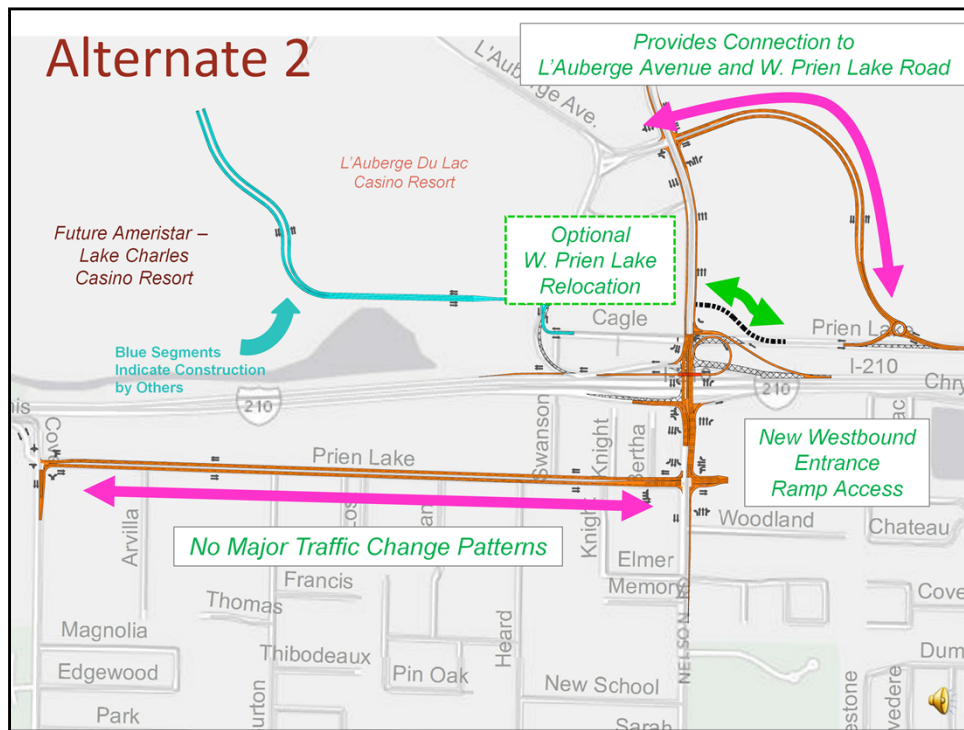
Both Alternates 16a and 21b propose use of the Diverging Diamond Interchange design. This innovative design eliminates conflicts with left turns onto Interstate 210 by shifting traffic to the left hand travel lane. A photograph of a completed diverging diamond shows how this traffic lane would appear.

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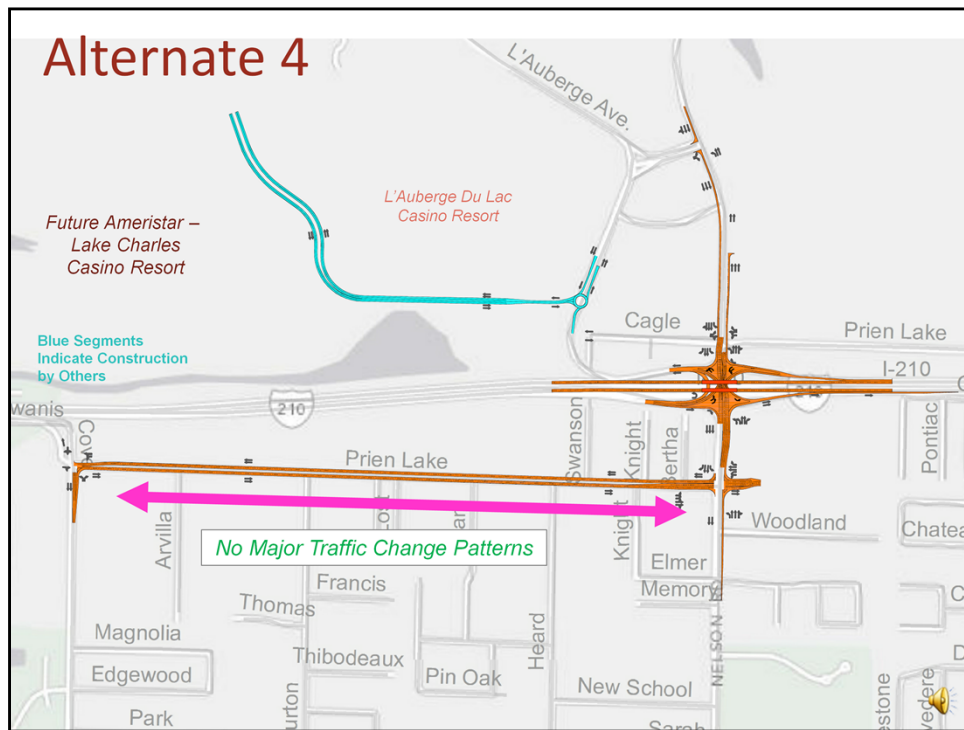
How Will Traffic
Patterns Change ?



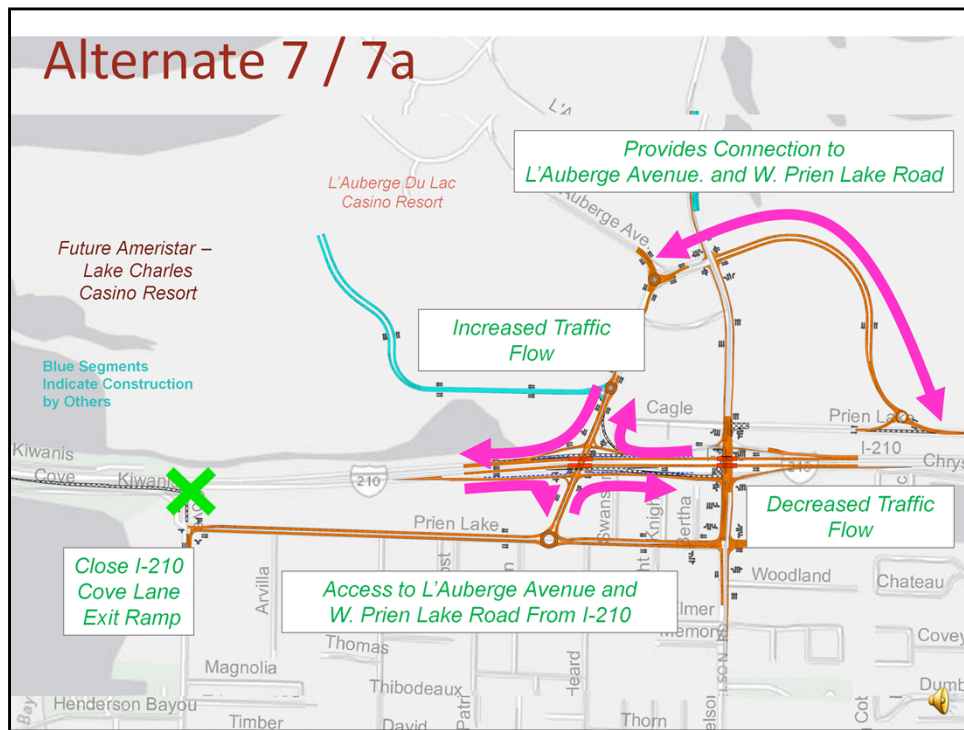
How will traffic patterns change?



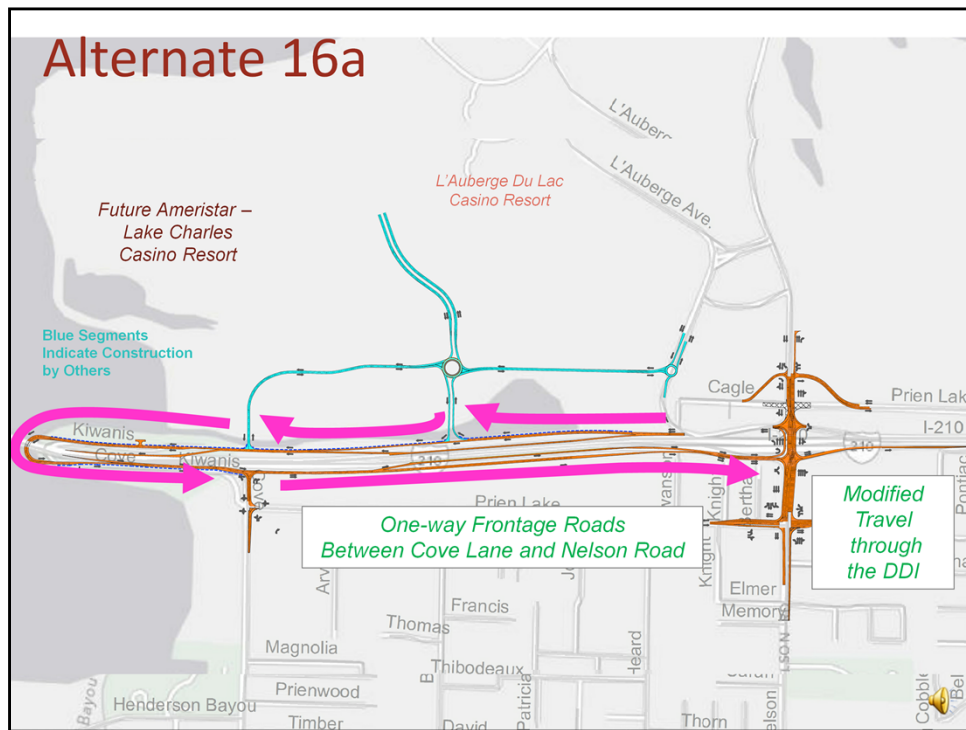
Traffic pattern changes for Alternate 2 include a new westbound entrance loop ramp to I-210 and improved connection between West Prien Lake Road and L'Auberge Avenue. No major traffic pattern changes are anticipated along West Prien Lake Road south of I-210. Note that the dashed line represents an optional West Prien Lake Road realignment.



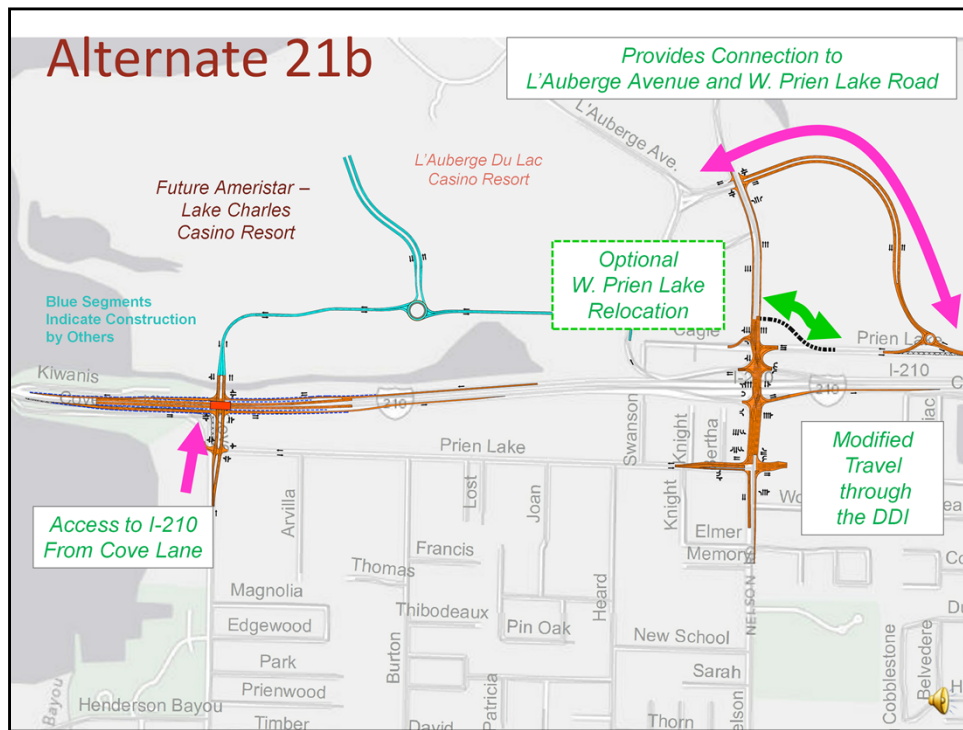
For Alternate 4, no major traffic pattern changes are anticipated.



Traffic pattern changes for Alternate 7 and 7a include decreased traffic flow at the I-210 Nelson Road interchange, improved connection between West Prien Lake Road and L'Auberge Avenue, increased traffic flow at the relocated I-210– L'Auberge Avenue exit and entrance ramps, and closure of the Cove Lane exit ramp.



Traffic pattern changes for Alternate 16a include modified traffic through the diverging diamond interchange and redirected one-way traffic flow along north and south frontage roads.



Traffic pattern changes for Alternate 21b also include a diverging diamond interchange and improved connection between West Prien Lake Road and L'Auberge Avenue. Changes also include increased traffic flow at the new I-210 – Cove Lane Interchange. Note that the dashed line represents an optional West Prien Lake Road realignment.

**I-210 Cove Lane / Nelson Road
Interchange Improvement Project
Impacts Summary**

RESOURCE	Alternate 2	Alternate 4	Alternate 7	Alternate 7a	Alternate 16a	Alternate 21b
Property Impacts - Land Only (acres)						
Non-Commercial (undeveloped, residential, church)	22	4	29	29	8	21
Commercial	3	1	2	2	3	1
Structure Impacts (number of structures)						
Residential	8	8	8	8	7	5
Commercial	4	2	2	2	4	1
Natural Resources (acres)						
Changes to 100-Yr Floodplain	2	1	4	4	2	3
Wetlands	0 - 4 ³	0	5	5	2	0 - 4 ³
Cultural Resources						
Known Archaeology Sites						
Number	0	0	0	0	0	0
Effect	No Effect					
Standing Structures greater than 50 Years Old						
Number	44	44	44	44	21	21
Eligibility	No Structures Eligible					
Hazardous Materials/UST Sites Within Project Study Area						
Number	10	7	8	9	3	5
Number of Sites Improvements May Impact	3	3	3	3	2	2
Water Wells Located within Project Study Area						
	2	4	4	2	2	1
Oil and Gas Wells Located within Project Study Area						
No Oil & Gas Wells						
Noise Sensitive Receptors (No. Impacted out of 170 Receptors)						
Total Number of Impacts	41	40	35	36	32	31
Activity Category B - Residential	31	31	27	27	23	22
Activity Category C - Church, Recreation	6	6	6	6	6	6
Activity Category E - Commercial	4	3	2	3	3	3
Preliminary Construction Cost Estimate (Million Dollars)	\$75	\$72	\$99	\$92	\$70	\$60 - \$69

Indicates Least Impact for Resource Evaluated

Notes

1. Impact area/number based on sites within Study Area or Right-of-Way

2. Water wells located within developed areas/roadways.

3. Wetland impact and cost dependent upon option selected



Anticipated effects of each Alternate is presented in this table, which is also presented on a board at tonight's meeting. The Environmental Assessment document under preparation will describe effects in detail. Note that approximately \$50 million dollars in state, local, and private monies have been identified for this project to date.

Summary

Least Impacts by Key Resource

RESOURCE	Alternate 2	Alternate 4	Alternate 7	Alternate 7a	Alternate 16a	Alternate 21b
Least Residential Structure Impacts						●
Least Commercial Structure Impacts						●
Least Floodplain Impacts		●				
Least Wetland Impacts	●	●				●
Least Impacts to Hazardous Materials / UST Sites					●	●
Lowest Construction Costs						●
Lowest Noise Impacts - Residential						●
Lowest Noise Impacts - Churches/Recreation	●	●	●	●	●	●
Lowest Noise Impacts - Commercial			●			



This summary illustrates that Alternate 21b has lesser impacts to noted resources except for floodplains and noise to commercial properties.

Questions & Comments

- Verbal Comments may be made at the Comment Station at tonight's meeting.
- Written Comments may be made at the Comment Station or by mail, postmarked by September 28, 2012 to:

ARCADIS U.S., Inc.
Re: I-210 Cove Lane / Nelson Road
Interchange Improvements
10352 Plaza Americana Drive
Baton Rouge, Louisiana 70816
Attn: Ms. Elizabeth Beam, AICP



Your knowledge and opinions matter. Tell us what you know. There's a transcriber here tonight to record your verbal statement. Or, you may write them on your comment form and place them at the Comment Station. If you choose to mail the comment form, please be sure that it is postmarked no later than September 28. The address for mailing is pre-printed on the Comment Form.

I-210 Cove Lane / Nelson Road Interchange Improvements

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We appreciate that you've taken the time to attend this meeting. Please proceed to view the exhibits and speak with our project team, ask questions, and provide your comments.

I-210 Cove Lane / Nelson Road Interchange Improvements

Thank You
For Attending



Thank you for your participation.